trienniel parade of our Firemen, yes terday, was one of the finest displays ever made in this city. The Firemen turned out in fall force, and our citizens turned out by thousands to witness the parade. The streets and sidewalks on the line of march, and the windows and balconies of the houses, were crowded with spectators, of both rexes—the ladies especially. ing the utmost enthusiasm. Indeed, ft is no exaggeration to say that the parade of vesterday excelled all previous displays. The seem to have vied with each other in naving their apparatuses in the very best possible order, and most of the engines, hose cartsand trucks were decorated in a showy and taste-

New York is justly proud of her volunteer oldiery, but she may be equally proud of her volunteer Fire Department. A finer, braver, or more devoted body of men than our New York Firemen, cannot be found in any other part of the world. There was a time when there was a danger of the stigms of rowdyism attaching itself to the Department, and many began to clamor for a paid force ; but the Department has, of late, been elevating its character and purging itself of those who were bringing it inredit. The agitation for a change from the volunteer to the paid system, has ceased, and our fremen stand now high in the respect and confidence of their fellow citizens.

While viewing the procession yesterday, we felt that we had in our firemen not only a noble army of defenders of our houses, persons and property against the dreaded fire enemy, but a band of resolute and patrictic men who would be foremost in defending the honor and interests of the country, should their country ever need their services to repel and crush a foreign foe. All honor, then, to our noble firemen; and may they always so act that they shall continue to be the pride and boast of New

Arrival of the Hammonia

THE Steamship Hammonia, from Southampton, October 4th, arrived at this port yesterday. Ber dates are the same as those by the North

The News by Telegraph. agnetic Pelegraph Offices, No. 43 Wall street and Aster House, main entrance.

Insurrection at Harper's Ferry. Abelitionists and Negroes in Arms.

THE U. S. ARSENAL IN THE HANDS OF

THE MOB. THE CITIZENS MADE PRISONERS.

Telegraph Wires Cut, Traiss fired into and

U. S. TROOPS ORDERED OUT.

Etopped.

SEVERAL PERSONS REPORTED KILLED Great Excitement in the Neighborhood

Baltimore, Oct. 17 .- A dispatch just received

Baltimore, Oct. 17.—A fispatch just received here from Frederick, and dated this morning, states that in insurrection has inchen out at Harper's Ferry, where an armed band of Abolitionists have full possession of the Government Arsenal. The express train going cast was twice fired into, and one of the railroad hands and a signo affled while they were sudeavoring to get the trail through the town. The insurrectionists stopped and arrested two men who had come to town with a load of wheat, and seizing their waron, loaded it with rifles, and sent them into Maryland. The insurrectionists number about two hundred and fifty whites, and are aided by a gang of negroes. At last accounts fighting was going on. LATER-TOR APPAIR EXAGGERATED-NO INSURRECTION

Baltimore, Oct. 17 .- A later dispatch received at the railroad office says, the affair has been greatly exeggerated. The reports had their foundation in a ulty at the armory, with which negroes have THIRD DISPATCH.

Baltimore, 1 o'clock .- It is apprehended that the Haltimere, I o'clock.—It is apprehended that the affair at Harper's Forry is more serious than our cit izens seem willing to believe. The wires from Harper's Ferry are cut, and consequently, we have not telegraphic communication beyond Monocacy station. The Southern Train, which was due here at an early hourthis morning, has not yet arrived. It is rumored there is a stampede of negroes from this State. There are many other wild rumors, but nothing authentic

due here at 3 P. M., could not get through, and the agent came down on an empty engine."

Baltimore, Oct. 17, 2:39 P. M.—The Western train on the Batthore P. M. and Ohio Railroad has just arrived here. Its efficers confirm the statements first received touching the disturbance at Harper's Ferry. Their statement is to the effect that the bridge-keeper at Harper's Ferry, perceiving that his lights had been extinguished, went to ascertain the cause, when he was pursued and fired upon by a gang of blacks and whites. Subsequently the train came along, when a colored man, who ared as assistant to the bagage-master, was shot, receiving a mortal wound, and the conductor, Mr. Pirana, was threatened with violence if he attempted to proceed with the gain.

motal wound, and the conductor, Mr. Pirenas, was threstened with violence if he attempted to proceed with the gain.

Feeling uncertain as to the condition of affairs, the conductor waited until after daylight before he ventured to proceed, having delayed the train six hours. Mr. Pirenas say the insurrectionists number two hundred blacks and whites, and that they have full possession of the United States Armeny. The party is commanded or led by man named Andersos, who had lately arrived at Harper's ferry. Mr. Pirenas also confirms the statement in a previous dispatch, that the insurrections had selzed a wagon, and loading it with muskets had dispatched in into Maryland. The military of Frederick had been ordered out.

Mary'and. The military of Frederick had been ordered out.

Dispatches have been received from President Bucuanas, ordering out the United States troops at this point, and a special train is now being got ready to convey them to the seems of disturbance. He has accepted the volunteered services of Capt Sannock's Company, of Frederick; and has likewise ordered the Government troops from Old Point Comfort to proceed immediately to Harper's Ferry. Thus intelligence is authentic.

coed immediately to harper's Ferry. This intending genoe is authentic.

Baltimore, Oct. 17—3.20 P. M.—The mail train going West got as far as Sandy, when Mr. He'en, the baggage master, and another party, started on foot to the bridge. They went through the bridge, and were taken and imprisoned, but they subsequently went before the Captain, of the insurrectionists, who refused to let asything rass. All of the cast-aard bound trains lying west of Harper's Ferry have teen taken, persons from this side the river tying them together, and taking aff the slayes. The mail train bound West has returned to Monossey. There are from five hundred to seven hundred whites and backs concerned in the insurrection.

rection.

The United States marines at Washington are under orders for Harper's Ferry. There is great excitement in Battacore, and the military are moving; several companies are in readiness to take the train, which will leave soon.

which will leave soon.

Baltimere, Oct 17—4 P. M.—An account from Frederick says a letter has been received there from a merch ant at Harper's ferry, sent by a boy who had to cruss the mountain and swin by a boy who had says that all the principal citizens are imprissed, and many have been killed; also that the railroad and many have been killed; also that the railroad at the depot had been shot dead.

and many have been killed; also that the railroat are had been shot twice, and that the watchman at the depot had been shot dead.

FORGING ORDERS,—JOHN TURNER, a clerk in the employ of J. E. Bruss & Co., corner of West and Clarkon streets, was arrested on Monday, the leasest face there companies of artillery at Old P. Int., and the serpent marines at the Washington Barracks to proceed thitter without clerk in the 3:15 P. M. train, with two t celre mounds, which, it is alleged, he obtained to an amount, which, it is alleged, he obtained to an amount, which, it is alleged and the stand of the forget orders were found, and several on which bears were found, and saveral on which bears were referred to amount the train of the supported of the thought of the saveral on which bears were referred to amount the saveral on which bears were found, and saveral on which bears were found and s

litionists and negroes and other disaffected persons would make an attempt to seize the arsenal and hold the place, but the statement was so indefinite and improbable as to cause no fears of such an outbreak.

hold the place, but the statement was so indefinite and improbable as to cause no fears of such an outbreak.

Baltimors, Oct. 17—5 P. M.—A train filled with military, including the Law Greys, C ty Guard, Shiekis Guard, and other companies, left here at a colock for Harper's Ferry, Representatives of the press accompanied the military.

Baltimors, Cet. 17—7 P. M.—A dispatch from Martinabury, west of Harper's Ferry, received via Wheeling and Pittsburg, confirms the report of the insurrectsonists having possession of the stall Harper's Ferry, and says they have planted cannon at the bridge. All the trains have been stopped. A body of smed man was getting ready to proceed thistor to clear the read. There was great excitement at Martinaburg, Va.

Richmond, Oct. 17.—It is reported and believed that the Governor of Virginia, has ordered volunteer troops to Harper's Perry.

Fashington, Oct. 17.—9 P. M.—In view of the possibility of the disturbances at Harper's Perry extending to this vicinity, the Mayors of Washington and Alexandria have taken precautionary steps for its suppression. The President, through the Mayor of Washington, ordered a strong detachment of volunteer militar to be posted as the National and Company A mories, which was promptly done. Two hundred stant of muskets, and a supply of annuation, were also placed in the City Hall, for emergency. It is suggested by well-informed persons, that the cause of the insurrection is the reported fact that not long since-the contractor of a government dam at the Ferry also meet, who have taken this step to indemnify thermaleves by the seizure of the government funds, which it was supposed, were transported thither on Saturday.

on computation.

Richmond, Oct. 17-9 P. M.—There is great excitement here. Company F., with full ranks, has just left the armory, expecting to take a special train to-night. This is a new company, with a similar uniform to the Greys.

The Geys leave for Harper's Ferry early in the morning. The Governor left to night for Washington.

Baltimore, Oct. 17, 9 P. M.-The American Bultimore, Oct. 17, 9 P. M.—The American's special reporter telegraphs from Plane No. 4, forty-five miles from Baltimore and thirty-one from Harpen's Ferry, at 8 o'cleck, that the train consists of seventeen cars, with four hundred troops, under Major REYNOLDS, with a roadmaster and laborers to repair the track, and telegraphers to mend the line. These companies from Frederick were in an advance train. Col. Harms, of the U. S. Marines, commanding the expedition, follows in a special train. They will not reach Harpen's Ferry before 10 o'clock.

Monocour Bridge, Oct. 17th, 10 P. M.—The

ing the expedition, follows in a special train. They will not reach Harper's Ferry before 10 o'clock.

Monocacy Bridge, Oct. 17th, 10 P. M.—The train arrived here at 9 o'clock. Lutrusa Simraow, begasge master of the mail train, gives the following particulars:—I walked up the bridge, was stopped, but was afterwards permitted tago up and see the captain of the insurrectionists; I was taken to the armory, and saw the captain whose name is Bill. Smiril, and was kept prisoner more than an hour, and saw from five hundred to six hundred segrees, all having arms, there were two or three hundred white men with them. All the houses word closed. I went into a taven kept by Mr. Chambran, thirty of the inhebitants were collected there with arms; they said most of the inhabitants had left, but they declined, preferring to protect themselves. It was reported that five or six persons had been shot.

# POSTSCRIPT

News of a Serious Character.

An Engagement at the Bridge.

SEVERAL PERSONS KILLED.

Bultimore, Oct. 17 .- The Government are t king precedence to the press dispatches.
All ricters now living are barracaded in the engi-house in the Armory enclosure. A number of citi zens are imprisoned with them, whom they refuse t

release.

Beveral citizens have been killed as also several rioters.

The town has been taken possession of by several The town has been taken possession of by severe companies of Charleston, Sheppardstown, Va., an Frederick. The rioters are entreuched in the Armery; they hold Mr. Washington and Mr. Langesfalt as prisoners. The insurrectionists are commanded by Capt. Brown, of Kansas notoriety; they numbered origin ally 17 white men and 5 negroes, severa of them were shot—two men of the Martinsburg company were shot dead whits charging in the armory. Allen Evans, one of the insurrectionist, is dying—the is from Connecticut. He says the whole scheme was got up by Brown.

Some 16 persons are known to have been killed.
Fountsin Breakham, Rallroad Agent, was shot

lead from the Armory.

Three rioters are lying dead under the bridge,
It is reported that the rioters have carried o
considerable amount of Government funds.

#### CITY NEWS. Police Intelligence, &c.

ALLEGED ATTEMPT AT MURDER.—About 10 o'clock, yesterday morning, an attempt was made, as is all god, by Ferine. Equ. a German, to murder John Dieleres, for man in Warineme & Ru's bird cage factory, No. 144 Grand street. It appears that Equ. who was also a workman in the factory, was discipled on Saturday for attempting to create disaffection among the engloyees. This made him very angry, and on Monday morning he stationed himself in front of the factory, and commenced abusing the workmen and their employers. Mr. Dieleres wont to him to try and induce him to go away, but he refused, and, it is charged, drawing a large lack-knife, plunged the blade of it into Mr. Dieleres's ide, inflicting a most dangerous wound, which is believed to have penetrated the lunge. Mr. Dieleres fell bleeding to the sidewalk, and was as quickly as possible conveyed in a carriage to the N. Y. Haspital. Equ. was promptly arrested by Ald. Tourner, who was passing at the time, and conducted to the Police headquarters, where he was looked up. As far as has appeared there was no provocation given for the runderous assault. Mr. Dieleres resides at No. 25% Spruce street, and Eqs at No. 66 Willott street.

Another Murderous assault.—Samuel. ALLEGED ATTEMPT AT MURDER.-About 10

murderous assault. Mr. Dimenus resides at No. 25 % Spruce street, and Ecs at No. 66 Willott street.

Another Murderous assault.——Samuell Reference, or Murderous assault.——Samuell Reference, or Murderous assault.——Samuell Reference, or Murderous assault.——Samuell Reference, or Murderous assault. The subject of o'clock, on Monday aftersoon, in Grand street, by o'clock, on Monday aftersoon, in Grand street, between Breatlway and Eim street, by John McCus, who, it is alleged, out a dreafful gash 6 inches long across his face, severing his nose completely off, and then plunged the blade of the kaife into his left side just before the clavicle and penetrated the lung. The wounded man sank to the paveneut, and the alleged murderer attempted to run away; but two young men, named McLanda and Andreasa, when Ashasaw Himes, alias "Figsy," and Jim Turake, two notorious claracters, rushed up, ann taking McCus away from his capters, put him into a carriage, and him mate good his cease.—The policoriem of the lift Ward were at the scene of the conflict in a short time, and the wounded man was taken to the N. Y. Hespital he told one of the efficers that the quarrel originated from a jealous feeling, respecting the pretended wife of McCue. After making this statement, the wounded man sank back exhausted, and died at the Hospital habout three-quarters of an hour after resching there.

Captain Williamson, of the 14th Precinct, immediately.

as man sank back exhausted, and died at the Hospital about three-quarters of an hour after reaching there.

Captain Williamson, of the 14th Precinct, immediately despatched Burgeanis Mattriews and Warmers and averal officers in search of the murdener, and at about 8 o'clock he was arrested at 79 Baxter street. F. J. Brans, of T Allen street, made the f-1-lowing statement to our reporter:—1 was passing along Grand street about 4% o'clock P. M., when I observed a crowd standing on the sidewalk in front of the Grand Street House, No. 125 Grand street; I stopped, and heard MoCos say that he could whim I saves; that Reswas replied, "do you want to fight?" McCos replied he side: I noticed that during the dispute MoCos keep this right hand it his socket; Essevas then struck McCos in the face, and MoCos immediately drow the durk and made several thrusts at Resves, and two of the blows took effect, one in his ensures face, and the other in his left side; a large crowd then gathered, and during the confusion McCos escaped.

HANAH WHITWORTH, a young woman belonging to Orange County, who was passing at the time, corroborates the above as also do several other witnesses. The man Hinss, alidas Fiest, learning that officers were in search of him, came to the 14th Precinct Station House and surrendered himself. He states that while passing a ong Broadway, he saw a crowd, and noticed McCos in the bands of several men who were beating him, and thinking it was not right he interfered; and just at that moment Jim Tunnic came along in a wagon, and jumped out and caught hold of McCos and took him away. That af-

right he interfered; and just at that moment Jus Turspre came along in a wagon, and jumped out and caught hold of McCuz and took aim away. That after secture went away, be (Hinse,) heard McCuz had stabbed a man. Hinse was looked up to a wait an examination. Jim Tursper was not arrested up to a late hour last evening, but officers are in search of him. Rerus, the mundered man, was a very dissellet character, and was formerly an expression.—He leaves a wife, with whom, it is said, he has ut lived with for some time. A Coroner's inquest will be held to-day, at the N. Y. Humital.

Daring and Successivit. Responses to the contract of t

be held to-day, at the N. V. Hamital

DARING AND SUCCESSFUL ROBERY.—\$4.890

STOLE-N.—About 3 o'clock, on Monday afternoon, a boy, 12 years of age, hamed Gr. H. Love,
was sent by Mr. J. Faser, broker, o'f Broadway, conner of Park Place, to the Park Bank with \$4.800 in
Eastern bank bills to deposit. The youth had
cancely got out of the office, before some miscreant
dashed about a quart of spirits of wripe thay over
this person, and then soatching the bag from his
hand, ran off and escaped. The turpentine, which
was probably intended to put out the boy's eyes, was
received in his breast, which was badly burned by it
The lad was so taken aback, that he was unable, for
a moment or two, to give an alarm, and a'most instantly the thick was in the crowd, and one of sight.
Not the least trace of him has been obtained.

FORGING ORDERS,—JOHN TURNER, a clerk

The Firemen's Grand Parade.

BRILLIANT DEMONSTRATION.

180 FIRE COMPANIES OUT.

Feven Thousand Men in Line.

Sixty Bands of Music

IN PROCESSION. The Banner Presentation

Mayor Tiemann's Speech.

At as early an hour as half post six o'clock esterday morning our streets gave token of th iremen's grand parade, by the frequent appearance of fire companies and their apparatus in the streets and by the constant crowds of firemen and musici ans who mingled among the early risers of our population lation. The single firemen to be seen were so nu recrus that the principal thoroughfares were com-pletely spotted with red as far as the eye could reach. At the R. R. depots near thacity, and at all the trav. eling localities within a short distance, companies firemen were observed, city bound, and unusually large accessions of visitors were on the way the city for the day. Excursion tickets were in demand, and the various lines of trans-portation gathered in quite a harvest from country sight-seers. Indeed, our country friends might well avail themselves of this parade, for it was the grandest of the kind on the globe, and was yes terday carried out with so much zeal that it sur passed any of the kind ever yet seen, and will, doubt less, do the same as to any future displays, unti three years hence, when an additional half million of people will cause the present display to be supe seded by one still larger and more magnificent.

and hered into hands, the engines had attracted to the ropes the various members of the companies, and the m-majors were twirling their batons at the head of over one hundred and thirty different fire organi zations throughout the city. The streets were fairly alive with cheering youngsters, interested spectators and jovial processioners, and re-echoed with agree able music from every direction. It was grand to see, grand to hear, and to the cheerful citizen, good to enjoy. Would that such demonstrations took place oftener in our cities these Babylonish work shops of the world!

The more immediate cause of the early stir wa the banner delivery at the City Hall, which was appounced to take place at nine o'clock, and which actually did take place a half an hour later being, at this, a notable instance of corporation and civic promptitude, which ought to be remembered, astwo hours mergin for delay, the knewing ones always expect. At half past nine o'clock the Mayor, accompanied by the Trustees of the Fire De-partment, the Members of the Common Council, and ome few others, made their appearance upon the esplanade of the City Hall, where a number of fire com panies were gathered, and the great presentatio hat ner displayed.

The spect of the Mayor, preceding the presentation, referred to the appreciation by the Common Council, of the valuable sprvices of the Firemen, their great seal and fidelity, and their testimony of the same by the vote of November, 1857, in causing the banner to be made at the cost of \$1.500. He expressed his pleasure, that to a comrade of theirs, as well as to the Chief Magistrate of the city, is had fallen his pleasing duty to attest in this manner to the approved effici-ency and devoted gallantry of the Firemen of New for more than balf a century past, has been, as it i now, the pride of our city, and the gem of our civic crown. The generous efforts of its members surpass in all the elements of real worth, even the wealth and efinement of our metropo'is, while their noble exam ple has infused their genius and spirit among similar amociations in almost every city and village of our

The Department has also kept pace with the mar-vellous progress of our city. The various machine now used attest the adoption by them of all the improvements in the arts of mechanism which are the results of this scientific and inventive age. The engines, hose carriages and hook and ladder trucks, with their several and necessary appliances for ser-vice, sxhibit in their construction, finish and efficiency, the wonderful advances that our city and empty have made in manufactures and all that re-lates to mechanical information and art.

Tracing the history of the Department from the carliest records up to the present time, it appears that ANTHONY LAMB was the first who had command over the fremen. This was in 1733. In 733 an ordinance was adopted regulating and declaring the duty of should "with their utmost diligence, manage, work and play the said fire engine, and all other tools and instruments at such fire, with all their power, strength, skill and understanding." This provision has always been faithfully observed by the firemen of New York. In 1735, JACOBUS TURK, gunsmith, was appointed overseer of fire engines, " to take care of fire engines for one whole year, to keep them clear and in good repair at his own cost for the sum of ter pounds per annum " And in 1733 twenty-nine per sons were appointed firemen, which constituted the force at that time, " all strong, able, discreet, honest and sober men." This was in the germ of the organ

ization, before any chief had been appointed. The first chief appears to have been Jaconus Stour ENBURGE, in 1762. No further record is found of any ther chief until WILLIAM E. ELLSWORTH WAS appointed. After him came Thomas Brown, and ther n succession, THOMAS FRANKLIN, JAMISON COX, UZZIAR WENMAN, JAMES GULICK, JOHN RIKER, COR-NELIUS V. ANDERSON, ALFRED CARSON, and the present worthy chief, HENRY HOWARD.

In 1800, a company was formed, called the "Friendly Fire Company," by one of the rules of which it was made the duty of each member to provide himself with "two bags, made of sheeting, one yard wide, and one yard and a quarter long." A company was also formed, in 1803 called the "Mu-tual Assistance Bag Company." Some of the most worthy and wealthy citizens of that day were members of these companies. The bags were to be used to save at fires such property as could be put in

As the Department has then vastly improved in its material organization, so has it also vastly in creased its efficiency as a charitable institution. The moneys from fines were, however, at first, the only means depended on for the establishment of a fund In January, 1792, the constitution was adopted, and Jour Stage was appointed President. The other offices were also filled by officers of the highest standing. The fund, at this time, was not as it is new, for widows and orphans, but only for those who sustained injuries while performing duty as

DAVID HITCHOOCK was President in 1793. The unds had then reached the annual a mount of \$700. In 1797 the annual funds had increased to \$1.500, and in December of that year a special meeting was held, at which a form of charter was agreed upon, and an act of incorporation was subsequently passed by the Legislature in the following March. One of the provisions of this act was, that such surplus funds "as may not be required for the use of disabled and indigent firemen should be applied to the purposes of extinguishing fires." No use of funds was, however, made, except in that course of usefulners as a charitable association which was then entered upon, and which has always been conducted with a prudence of management which has ever since characterised the care of these funds. The institution has now become possessed of means, which renders it one of the first obaritable associations of

The last annual report of the Trustees shows that its permanent fund, including Trust Fund, amounted in January last to \$95.25", and that during the past thirteen years the Trustees have expended various charitable deeds over \$220,000, and for the few past years \$50,000 have been annually disbursed for the support of disabled firemen, and the widows and orphans dependant upon its chari-

The Mayor concluded with a quiet reference to the complained of statem of "bunking" -- being the asbit adopted at many of the engine houses of the members sleeping in bunks provided there, instead of going to their homes to s'esp-and by urging the sembers to the continued considerations of selfrespect and good citizenship which have hitherto se noby characterized them.

Mr. MILLERS, President of the Board of Fire Trustees, received the ban er, wilch the Mayor delivered to him, replying to his speech by conveying the thanks of the Department for the gift, referring to the bounty of the efficens of New York in susbling i to minister to the warm of the widow and orphan, and asserting that were the efforts of its members ever to flag, such occurrences as this, attesting an

unalceptog and appreciative public interest in their welfare, would always inspire them with renewed arder whenever and wherever danger was to be en-

With the streets of the whole city, more or less, decorated for the occasion, but more particularly those along the line of march, and the shipping, steamers, vessels at the wheres, and in the Bay, steamers, vessels at the wheres, and in the Bay, also decorated, as were many of the buildings and vessels of our neighboring cities across the rivers, the grand procession commenced moving soon after 12 o'clock, from Fifth Avenue down Fourteenth street to Eighth Avenue, and thence along the course pub-lished by us yesterday. Fifth Avenue, from 85th street to 14th, and 14th street, from 8th to 8th Ave. nuce, were a dense mass of human beings two hours before the line moved. The steps of all the houses were filled, as were the windows and balconies, and many got on the roof to obtain a view. The omni-buses and cars were entirely obstructed, the former being compelled to take side streets, while the latter had no alternative but to wait. The consequence was, that all the cars caught below 14th street were stopped, and waited in line to the number of fifte or twenty, while those above were in the same situa tion. Broadway, from Bond street to the Asto House, was scarcely less crowded. Just above Bleeck frome, was scarcely loss crowded. Just above sec-or street, particularly, the crowd was immense.— Men, women and children were packed in as thickly as possible, forming a complete barrier against om-nibuses and vehicles of all descriptions; and the Fifth avenue and Fourteenth street stages, with their passengers, were driven into streets they never

visited before.

The best estimates which we have been enabled to gather of the immense multitudes who joined in the procession, and of those who witnessed it, place the former at about seven thousand, besides sixty bands of music, and the latter at full half a million. The amount expended, directly or indirectly, on account passed off with the utmost harmony, and, with the of the police were scarcely called into requisition. As an evidence of the enterprise of the New York Press, which is only equalled, perhaps, by the Firemen, whose duties it is called upon to record, the member of the department were enabled to read at their dis missal points, and to take home to their families in the evening, a full account of the whole parade, issued n the later editions of last evening's Express. The following was the order of the procession, with the different companies which joined in it:

different companies which joined in it:

FIRST DIVISION.

Platoon of fifty policemen. Marshal—John DzerTr., Assistant Englineer. This division consisted
entirely of visiting companies, who were quite nimerous. Among them were Engine Co. No. 8, of
Newark, with a very fine band, and an apparatus of
the piano style; Davy Crockett Hook and Ladder
Co., of Newark, with band, and truck of exquinte
beauty; N-ptune Hose Co. No. 1, of Newark, with a
band, and neat little carriage. Among the most
thowy carriages in this division was that belonging
to the United Hose Co. No. 40, of Philadelphia, who
were accompanied by a splendid band. Their apparatus was white, ornamented with plenty of silver
and silver plate, the rim or panels being of carved
word, painted green. Americas Co. No. 2, of Eoxbury, also received considerable attention. The
Charlestown firemen, who appeared here in consideerable numbers, made a very nest show, and reflected in discredit on the Old Ray State. Other companies were—Americas Co. No. 3, of Roybury, Mass.,
accompanied by Boston Brass Basid; Damper Engine
No. 4, of Hartford, Conn., with Hartford Cornet
Band; Boston Engine No. 8, of Boston, Mass.,
with
delegation from Boston Department, and accompament of the company of the companies of Chinone's Rand; Bluzzold Hose Company Band; Boston Engine No. 7, or Boston, Assets, who delegation from Boston Department, and accompanied by Gilmore's Band; Binggold Hose Company No. 1, of Newburg; Eagle Hook and Ladder Company No. 1, of Patterson, N. J., with Patterson Cornet Band. Taken altogether, the First Division received a great share of public attention.

ceived a great-share of public attention.

\*\*SECOND DIVISION.

\*\*Marshal—Peren Comwent., Assistant Engineer.

\*\*Colt's Hartford Band.—First came an open barouche, containing ex-Chiefs Uzzran W. Wessraw, James Gut not and Allymen Canson These old beeds of the Department received considerable attention from the refl-ctors.

\*\*Sext came the ex-Assistant Engineers, in carriages, some dozen in number, and following them the members of the Exempt Engine Co., in carriages—or those rather who were unable to stand marching though so long a route.

\*\*Following was the Board of Fire Commentary open, all of whom were present, and several ex-Fire Commissioners.

Then the Exempt Facine Comments.

all of whom were present, and several ex-Fire Commissioners.

Then the Exempt Eegine Company, headed by
Zormas Mints, Eeq., Foreman, and numbering nearly ene hundred men, came up. The exempts drew
their old engine, which is known to be one of the
most powerful in the city, and it looked bright and
cican. There were no flowers or other display about
it, but the members received attention all along the
line of march. It may be here added that there were
few or no decorations of the floral or bunting kind
upon any of the engines or home carriages which
joined in the parade, the companies evidently avoiding it as a feature of the day.

Following the Exempts, in carriages, were the
officers and Trustees of the New York Fire Depatment.

HOOK AND LADDER Co. No. 11 followed with the

HOSK AND LADDER CO. No. 11 followed with the magnificent banner presented to the Department in the moring. The members were neatly dressed in full fireman's rig, about one-third carrying the banner at a time, and alternating with the rest. As a matter of course, the multitude gave those who were the highly favored possessors of the new banner great attention, and frequently applause. The men's marching was well done.

Eagle Hose Co. No. 1 looked well. The wheels were of rossewood, covered with silver plate seroil work. The wheels were painted blue, with a gold stripe. This is the oldest Hose Company in the city.

MUTUAL HOOK & LADDER CO., No. 1—was painted black and gilded; the ladders were new, running goar polished, and tongue trons and hubs silver plated. In front there was a very pretty signal lamp, red and blue in co or, containing emblems of the Department. On each side of the bottom ladder there was a polished metal plate with the following inscription: "Mutual, 1; organized June 16th, 1784." This was the tiest Hook & Ladder Company organized in the United States, and attracted great attention.

Acri.

EXCELSION ENGINE Co., No. 2, was reinted white, striped with glit, and bore a signal lamp on the gal-

striped with gift, and bore a signal lamp on the gallery.

Niagara Herr Co., No. 2, turned out with a new carriage of the Shanguai style, painted red on the recia, with a wreath around cach. The wheels were also painted red, striped with gift, and the running gear, ditto. Thus carriage carries 150 feet of hoses, and is one of the largest in the city.

Is marked ROS HOSE Co., No. 3, was newly painted for the parade, and made an admirable appearance. The re-is were of rosewood, covered with gut scroll work, and in the centre of each was an American shield. The wheels and running gear were painted green, with a gut stripe. It is just to say that all of the painting was done by the members of No. 3, who were a fine lecking hedy of men.

NIAGREE ENGINE COMPANY NO. 4 was newly pointed claise.

MARION HOSE COMPANY NO. 4 was newly pointed.

a very pretty ongine of the runsacepnia style, account class.

MARION Host Company No. 4 was newly painted a lake color with good stripe, the reels being c wered with scroll work bearing gift. The running goar and wheels were of dark blue, also gift, and the panels had inscribed in gold letters the name and date of the company's organization. In front there was a siver fire say with the inscription "Swamp."

PROTACTION ENGINE COMPANY NO. 5 paraded a crane neck engine of the second class, paneled red and black, with gift stripes. On the front panel there was a picture of the Company's old engine, built in 1829.

THERD DIVISION. THIRD DIVISION,

AMERICUS ENGINE COMPANY No. 6, which is of the Philadelphia style, made one of the finest displays of the day. The box was painted yellow, red and black, with a border of git. The wheels were painted line, with a gill stripe, the hubs being of posished brass. The running gear was highly poished. On the gallery there was a canopy of red, whits and blue, surmounted by a large gill eagle.

New Youx Hose Courasy No. 5 paraded without any additional decorations than her original beauty. She was painted a plum color, striped all over with gilt, the panels being beautifully carved and gided, a silver State coat of arms decorating such one. On the front panel, there was a besutful painting of the City of New York, with an Indian in the foreground, garing upon it.

aring upon it. Choros Hoss Co. No. 6 looked well, being newly

Choros Hoss Co. No. 6 looked well, being newly painted for the occasion.

LEXINGTON ENGINE CO. No. 7 was of the Philadelphia style, with a red body and blue border. The wheels were white, striped with gold, and the running scar was paished. On the gallery, there were several beautiful pictures in oil, one a remarkably fine one, representing the battle of Lexington. In front of the engine stood a stuffed porcupine, whose quilts stuck out and up at a really fearful rate.

Comp. Ham. Company. No. 8.—The carriage was one quills stuck out and up at a really fearful rate.

City Hoss Company, No. 8.—The carriage was one of the neatest on parade; it was newly painted, a bright plum color, the panels being covered by a sort of network of silver plate—the running gear polished, and the wheel striped with gold. Bith in front and rear there were wreaths containing the figure 8, and heavy silver plated image surmounted by large bequets of exquisite natural flowers. This carriage hadily looked as though she had been doing active duty for nearly ten years.

charge coace as though she had been doing active duty for nearly ten years.

Chaissa Ho K & Ladder Company, No. 2.—This commany, one of the oldest in the city, were obliged to turn out with their old stuck, a how one being built, but not finished. The only decoration was a large gl't eagle in the centre of the top ladder.

built, but not finished. The only decoration was a large gl't eagle in the centre of the top ladder.

Risogoud Hoss Company, No. 7—Made an admirable appearance. The reels were of resewood, intaid with brilliant looking glass; the mounting, which was very heavy, was of silver, and the runging gear was polished. There were two magnificent side lamps, and the customary signals.

Company Hoss Company, No. 2—This carriage was a pretty one. There was a liberal sumply of gilt and silver plata, and the lamps were very neat.

MANHATTAN ENGINE Company, No. 5—This Company turned out with their steam engine, of which so much has been written of late. The steamer was neety polished, and looked really beautiful. The tender carrying the weed and hose, was drawn by 20 men, the engine proper by 19 men, thus making it the most numerous turn out of the day.

Liment Hoss Company, No. 10—This carriage was beautifully painted and prettily decorated. The running grat was a lished, and the panels, in part, gid-d, consider able silver plate serving in give the whole carriage a rich appearance.

WATER WITCH ENGINE COMPANY, No. 10—No. 10 turned out with a new angine of the prane style, which was spiendidly painted. The running gear was highly polished, and everything about it bespales in eatness and case.

ty pousage, and it restricts new syndia all cour's trees and case, and it restricts new syndia all course five states. Just the syndia. Matron Engine Co. No. 9.—This Company turned out with a new first class engine, which was hand.

somely painted. The apparatus was built by A. Van Nrss, and seems to be a very effective one.

Frientx H. App L. Co. No. 3.—This truck was new, and painted a red and lake color, at pool and carolled with gold. The springs were pelished. It rest of the running gear being pollahed. The medical were painted red, sipped with black. In the configure the top isoder here was a back bear weighing over twe brendred poureds, channed, said to be fattening now for the staughter house.

—Occarve Enemer Company, No. 11.—Was of the Fridadelphia surje, painted red and black with a gold border, and tipped with gold, the running gear being pollabed. The gallery was one of the most beautiful on parale, the four sides containing pictures in oil, of "Neg tune," "Hope," "Heles weeping at the loss of Troy," etc. The top of the gallery was of pollahed brass, the rims containing the name and number of the cumpany. Sitting on the top, was a bronze statue of Danzer Boons, and a splendid one it was two.

Musurus Hoss Courany, No. 12.—This company

it was tro.

Minurs Hose Courany, No. 12.—This company had a nest, though small carriage, newly pointed and gided, with pollabed running gear, and silver plated had a neat, though small carriage, nawly painted and gilede, with polished running gear, and silver plated scroll work.

GULEOK HOSEN COMPANY NO. 11.—This was one of most showy carriages on parade, and attracted great attention. The panels were of rosewood, covered with scroll work of silver; the running gear panels which will be supported blue, with gilt stripe; the running gear beautifully polished. The carriage carried two protest the glass, or ex-Chief Englines UPLIOK. In the control there was a beautiful plume of red feathers, bound with red, white and blue ribbons.

Enicambonsus Engrss CosTrany No. 12.—This company paraded an engine of the Camon style, rosewood box and gided, wheels painted vermillion, and striped with gold.

Eagle Hose and Landes Co. No. 4.—This truck made a very brautiful appearance, being newly painted in blue with gold stripe. The ladders were of black, with the name and number on the sides in gold. On the four ends there were American flags, and in the centre a large spread eagle, with streamers in its mouth containing the words. Pro Bono Publice."

Eagle Engine Co. No. 13 turned out with an en-

Publico."

EAGLE ENGINE Co. No. 13 turned out with an engine of the Carson style, painted a plain color striped with gilt: the wheele were painted yellow, striped with gilt: the wheele were painted yellow, striped with red at d bine. On one side of the gallery there was a portrait of Chief Howam, and on the other, one of Assisfant Engineer Donsovax, an honorary member of the company. On the top of the gallery there was a canopy of red, white and bine silk. The running gear was painted yellow, striped with red and bine.

Jackson Hose Company. No. 18

and blue.

Jackson Hosz Cowrant, No. 13.—Carriage was rebuilt and newly painted: her color was a plum one, with gold acroll and red mountings. The wheels were of the asme color as the roe's, and the running gear was highly politised. On the reel there was a Tempic of Liberty, within which there was a bell, which was tolled by a by six years of age, who, in a miniature fireman's rig, ast beside the tempic.—In front there was a plume, with several silk flags on each side.

In front there was a plume, with several silk flags on such side.

COLUMBIAN ENGINE, No. 14, which is of the double-deck style, and very large, was elaborately and beautifully painted. The body was a dark brown color, and there was a profusion of gilt all over. The gallery, in particular, had received attention. It contained, on metal plates, highly polished, the name and number of the engine, and the sentiment, "Actuated by Boinevolene," besides other appropriate mattoes. The panels were ornamented by various lieutrative pictures.

first-class apparatus, made of rosewood, with polished running gear.

FIFTH DIVISION.

Excension Hose Co. No. 14.—This carriage was painted marcon color, the panels being heavily ornamended with gilt. On the front Panel there was painted in gilt letters the word "Excessio," and on the rear one "Fourbeen." There were four large silver plated lamps, containing various emblems. The hose was new and silver butted.

CLISTON HOSE Co., No. 17.—This carriage was newly rebuild and painted for the parade. The reals were of a plun color, with gilt scroll work. On the bones wore the portraits of Howard, Clar, Cliston and Wisster. The wheels and running gear were painted green, with a gold stripe. Over the centre lamp there was a large plume.

Hosawk Escisz, No. 16.—was of the Philadelphia style; painted a pure and brilliant red, with wide gold stripe. Everything was red, except the brakes, which were of black, with a light red stripe. On each side of the gallery there were scenes painted in oil, and on the rims at the top various appropriate motions.

Franklin Hose Cospany, No. 18.—This carriage is a very fine one, of the "Bhanghai" style; wheels and running gear painted red, and springs polished. On one of the panels was a painting representing Washindows at Valley Forge; on the other, Franklin and his press. On top there was a large gilded esigle, made by Mr. Ascursz, a member of the Company, and a red and white plume on each side.

Union Excense Co., No. 18.—The Union boys turned out with a second-class engine, skelston style, which made a good display.

Lavaytte Excense Co., No. 19, turned out an engine of the Philadelphia style, newly painted and gilded, and containing a portrait of Layaruwa.

East Rivan Excense, No. 11, was of the Shanghai style, painted sky blue, and striped with gald. The wheels were of red and gold, and the running gear was polished. The chamber and recis were also polished. On top of the signal lamp there was a bouquet, and in front a model of Euray's liberty pole, with a fieg upon it, the whole

also painted, the springs excepton, which were many polished.

### MREMON Hose Co., No. 19.—This carriage was a perfectly new one, painted in white and gold. The prefectly new one, painted in white and gold. The prefectly new one, painted in white and gold. The springs recile each contained a large star in the centre, surrounded by twoive others, representing the original thirteen states. The wheels were of white, striped thirteen states. The whoels were of white, striped gitt. On the frost panel there was a picture in oil, of on the frost panel there was a picture in oil, of the surar house fire, foot of Montgomery street, 1848, with gold, the springs polished, and the running gear painted the general color. On the sides of the panels there were the state and Gity coat of arms, in the colors emblematic of the company's name-red, white and blue, and in front there was a git ca-

HUMANE HOSE COMPANY, No. 20 - Carriage painted HUMANE HOSE COMPANT, No. 20.—Carriage painted white and blue, with gill stripe; springs and running grar polished. Wreaths on the wheels and signal ismps in front. The carriage was rebuilt for the occasion, and presented a neat appearance.

Washington Engine Company No 20 turned out with a crane-neck engine of the third class, and made a good appearance. The engine has been newly painted in black and gilt, and was but alightly decorated, though looking very neat. No. 20 is quite an old company, having been organized June 25th, 1792, and still keep up their old reputation for doing good and effective service.

Hudaen Hose Co. No. 11 was a new one, but entirely without paint, there not having been sufficient time to do this in.

Sixth Division.

Union Hock and Ludder Co. No. 5 had been new-

UNION HOSE AND L. DERE CO. No. 5 had been newly painted, and was decorated in a beautiful manner. PROTECTOR ENGINE NO. 22 was of the plano, crane-neck style, rosewood box, with wreaths of flowers on the sides and a border of gold. The wheels were painted in ultramarine blue, striped with gala, and the running grear was highly polished. Over the rectuere was a Chinese junk, surmounted with flags, and the chambers were also ornamented with the same emblems.

the running year was highly polished. Over the recitners was a thinese junk, surmounted with flags, and the chambers were also ornamented with the same cumberns.

Persy Hoes Co., No. 23 was a new carriage, but in an infinished state. The recis were painted red and gold, the wheels were of polished cak.

Fulton Engine No. 21, like some of the rest, has been both newly painted a direbuilt for the parade. Sie is a second class engine, of the Philadelphia style, and a good worker.

United States Engine, No. 23, was of the plano style, resewood box, striped with gold. The wheels and running gear were of red, with a gold stripe, the brakes and recels being polished. The chamber was of eopper, and highly polished.

BECHANICS' Hook AND LADDER Co., No. 7.—This trick was decorated with flags and flowers, besides having been repainted and gilded for this special occasion.

PROSENX HOSE Co., No. 22 carriage was painted a plum color, with elaborate scroll work on the reels. The wheels were of oak, and the running gear polished.

United States Hose Co. 25, carriage was rebuilt and repainted for the parade. The reels are of a deep red color, as was the running gear, and on the front panel there was on a sliver plate the cate of the company's organization. Each side of the panel contained in oil, a lifelike portrait of Chief Howard.

The rear panel contained the company's name, and a picture of the race horse Fashion.

For Washingaron Engine No. 21, came from Carriage in the of the race horse fashion.

For Washingaron Engine No. 21, came from Carriage via distinguished now of polished to sather jackets, her air-panel was of opper, highly polished, and contained her number on a silver plate.

Jackson Engine No. 25, is of the plano style, and and was beautifully painted and gilded. The brakes and running gear were polished.

Retoke's Hose Co. No. 26.—Carriage looked very pretty, an

was retouched, giving the whole affair a fresh appearance.

Sevenus divisors.

National Hoss Co. No. 24.—Carriage was painted white, and striped with blue and gold. In the centre of each reel there was a wreath painted in oil, and on the front and rear panels were the name and date of the company's organization.

Nertura Hoss Co No. 27.—Carriage built in the latest style. The reel was painted a carmine, with composition ornament.

Catable Esgina. No. 25.—Was of the piano deck style, had its box highly poinsied, and lightly touched with gold. The whoels were of a peach blossom color, striped with gilt.

Page Hoss Carriage Co., No. 28.—Carriage was painted a peach color, striped with gilt, and ornamer bed with plated silver. In front there was a large stoffed owl.

Pactive Engine. No. 28.—Was of a neat style rolewood box, with gild stripes. The wheels were of a carmine color, striped with gold, the running gear was poisbed, and there was a large stoffed only.

Pactive Engine. This is a new engine, and a fac simile of the one lost by the company in the Crystal Palace fig.

Lauses. Hoss Co., No. 39.—Carriage newly painted and gilded, the recis being covered in part with plate.

Mateman Hoss Company No. 29.—Carriage paint.

ed and gilded, the reces being covered in part with plate.

METAMORA HORE CEMPANY NO. 22.—Carriage painted a plum color, striped with gilt, the wheels a marcon color, striped with gilt, the wheels a marcon color, striped with gilt. The running gear like the sheels, and no plate; all being perfectly plain, but very neat.

EMPIRE HORE AND LARDER COMPANY NO. 8.—Truck was beautifully painted for the parade—the laiders white, tipped with black; the wheels striped with gilt, and the running great highly polished.

JEFFERSON ENGINE NO. 25 was of the plane style, painted white with a gold stripe, and red whorle. On the front panel there was a portrait of ALPERO CARSON; OR. the rear one a hortrait of HERENY CLAY; OR the right, Washington; on the loft, JEFFERSON.—There were no decorations, beyond an eagle on the top, resting on a figs cap.

PUTMAN HOSE COMPANY No. 31.—Carriage newly painted in black, the reels being covered with scroll work, and flowers painted in oil. The whoels were of red, striped with gold, and the running gear precisely similar.

GUARNESS Exemple No. 29 was of the piano style, with md box, heavily gilded, and white wheels striped with add.

Is was House Cs. No. 32.—This Company presented a plain, though noat appearance, receiving attention for their nestriness.

a plain, though neat appearance, receiving attention for their neathers.

North River Engine No. 35 was of the Sharghsi style, painted red, and gold on the box, running gers and whoses hus striped with gold. The credential care was beautifully painted, tae front and rear containing a simple gold star. Both sides contained the name and number of the company, "North River, 30," also in gold; on top "less stood a miniature yealt, name defer the company, "North River, 30," also in gold; on top "less stood a miniature yealt, name defer the company.

NARMAGAMENT'S HOSE AND LADDER CO. No. 10.—

This company turned out with a new and elegant truck, elaborately printed, gilded, and decorated in flywers.

Sewers.

This company turned our with a new and degant truck, elaborately painted, glided, and decorated in flawers.

BIGHTH DIVISION.

BLACK JORE ENGINE CONTARY, No. 35, is one of the Carron style; had black and glided box, red wheels striped with gilt, and polished hubs. The reel was covered with varnished oil cloth, on which was painted as corn at sea.

PRIKERON ENGINE, No. 31, was of the crans-neck tyle, with rosewood and manogasiy box, bordered with polished briss. The wheels were painted wittle, with rod and blue stripe, the running gear palated lifewise.

Warren Hour Co., No. 32 carriage represented a very near appearance. The reels were painted bisek, and partly covered with fancy gilt work, the wheels were also black and gilf, and the springs polished, the rest of the running gear being painted similarly with the bedy of the carriage.

Howard Essense Courany No. 34.—This engine is the one of which the lamented Sensior Beodesies. Howard Essense Courany No. 34.—This company pa aded a plain, though neat carriage, newly painted.

Collings Engine No. 35, was of the second class, send breaks, and newly painted and decorated for this occasion. There were pictures in oil on the box, descriptive of these company name.

Warnington H. & L. Courany No. 9.—This company paraded a new truck, painted a lake color, ornamented with gilt. The ladders were of varnished wilnut. The running gear was polished, and tornamented with gilt. The ladders were of varnished wilnut. The running gear was polished and the role of lass, plano stye, and was plain and neat.

Harry Howard Essens, No. 37, was an engine of the cralles finely carved.

Transparan's Engine, No. 37, was an engine of the cralles finely carved.

Transparan's Engine, No. 37, was an engine of the cralles finely carved.

Transparan's Engine, No. 37, was an engine of the cralles finely enverse.

Monawa Hoss Company, No. 39.—This carriage was painted with, estorate gilt work. On each side, in the centre, there was a life like picture, in oil, of Chief Howard, and in the rear a

of sequent. Hose Co No. 36.—Carriage was painted entirely in white and gold, and turned out the same number of nen as her number in the department.

Franks Knotra, No. 39, was very plain, being painted white on the running gear.

Madison Hose Company No. 37.— Carriage was a small, though neat one. It was painted green on the reis, with yellow stripe, and in front carried large plume, but beyond this, no decorations.

Lady Washington Engine No. 38, which is said to be the largest in New York, had been newly painted for the parade. The angine was drawn by the four magniferent horses belonging to Adams' Express Co., which were harnossed in a splendid manner.

Alers Hose Company, No. 41.—Carriage was rebuilt and repainted for the parade. The recis were painted a light blue color, striped with red and gold, and covered with a net of seroli work. The winels were also blue, with a gold stripe. The panels were of brass plate, the front one containing the following inscription: "Organized March 94th, 1843;" on the rear one. "Alers Hose, 41." The motto of the company, "Don't give up the ship," was upon a crosspisse on the res.

ANTY HOSE COMPANY, No. 28, paraded with a new carriage, painted in white and gold. The whoels were give striped, and the mounting silver plate, the running gear being polished. The boxes were of silver plate, containing in front the name, "Amity," and in the rear the number, "Thirty-eight."

MANRAYRE ENGINE, No. 43, came from Manhattanville, and so of the plano style, third class.

Fritzership Hoog & Ladders were painted white, each one containing on both sides in the centre, the word "Friendship." The wheels were white, striped with gold; torgue, the same. In front there was a large gong, made originally for the steamer Adriantic, and every minute it pealed forth a sonorous strain.

MARRIYA HOSE CO. No. 43,—The Mazeppa turned out with a new and very handsome carriage. The wheels were of rosewood and nearly covered with a sort of net word of silver plate.

Energy Hose Co., No. 40, carriage was a relic of the Crystal Palace fire, being the only apparatus savid.

Pockahowyas Engine Co., No. 40, came from Harlem, bringing with them a very pretty lattle entert.

the Crystal Palace fire, being the only appearates saved.

Pockaliowas Exerns Co., No. 40, came from Harlem, bringing with them a very pretty little engine of the plane style third class.

CLISTON Exerns, No. 41, was of the finest style, newly re-painted, and made a splendid appearance, she was painted an orange color, with a gold border on the low, and a stripe of gold.

Pionems Hoar Co., No. 43.—This carriage came from Harlem to participate in the day's festivities, and was quite a neat looking affair.

TENTIL DIVISION. ENTIRE ENGINE COMPANY, No. 42.—This company paraded a second class crane neck engine, and made a creditable appearance. Their engine was almost a perfectly plain one, the box being of rosewood, but it looked very neat.

Washington Environ Hose, No. 44.—Carriage was neatly painted, and ornamented with wreaths and bouquets.

git. On the frost panel there was a picture in oil, of
the sugar house fire, foot of Montgomery street, 1848,
and on the year one a shap yard. The gallery was an
elaborate specimen of work, the pictures being bordered with representations of live oak trees. On the
sides were paintings of the plot boat "Live Oak,"
and the "grave of John S. Grens," who was killed
in the discharge of his duty. By the borders of the
gailery were four Turks, cut in wood, representing
the company's nick usame.

MEGRANICS' HOES Co. No. 47—This carriage was
newly painted a plum color on the body, vermillion
wheels, striped with gold. In front alarge plume.

AURGHA ENGINE, No. 45—Engine of the plane style,
third class, claborately painted, and slightly decorated.

AMERICUS HOES Co. No. 48. Carriage

ted.

Ammeres Hess Co. No. 48—Carriage a very next and attractive one, quite plain, but evidently serviceable.

Valley Force Co. No. 46—The reels of this carriage were painted an orange color, and on each one, in a sort of gilt frame, were five beautiful descriptive pictures, painted in oil.

RELIEF Hoss Co. No. 51—Carriage next, and new-ly rainted in an elaborate manner.

RELEW Hoss Co. No. 51—Carriage neat, and newly psinted in an elaborate manner.

Manon Hook and landers, so. 13.—The truck was painted in blue and gilt. On the bed it dder was the wood "Marion." In the centre of the ladders was placed a stuffed fox.

UNDER HORE CO., No. 52.—Carriage newly painted and very neat, but not highly decrated.

MARIPTA ENGINE CO., No. 52.—Was of the Carson style, beautifully painted and gilded, and well decorated with flowers and flags.

NALED HOSE CO., No. 52.—Carriage p'ain and neat; newly painted, and with no particular decorations.

HORE HOSE CO., No. 59.—Carriage p'ain, not highly crusmented. They do duty in Hariom.

HAREY HOWARD HOSE CO., No. 55.—This carriage was painted white, steel polished, and silver lamps.

KLEVENTH DIVISION. COI UMBIAN HOOK AND LADDER CO. No. 14 .- Truck COUMBIAN HOOK AND LADDER CO. No. 14.—Truck newly painted a carmine color, striped with gold, the running gear and hubs polished; the ladders were painted bette and tipped with black, the centre of each one having a gilt ornamentation and the mostle. American Boy.

Nassau Hoas Courant No. 56.—Carriage neatly painted for the parade; blue, red and gilt body; white wheels, striped with gilt; running gear red, with gilt stripe.

Library English No. 50 was of the plane style, box painted red and striped with gilt. Wheels painted blue, with a gilt stripe.

Library Engine No. 50 was of the plane style, box painted red and striped with gilt. Wheels painted blue, with a gilt stripe. The running gear blue, Founcer Hoek Co. No. 58.—This company turned out with a new carriage, made in the "Shanghal" style, by WILLIAMS, with rosewood panels, striped with silver plate.

Pathina Hoek Co. No. 57.—Carriage looked vary well. The reels were painted in brown, red and gilt; the wheels in dark brown, striped with gilt, the hubs being polished.

MUTUAL EXGINE No. 51.—This company turned out a second class engine of the Shanghai style, and being polished.

MUTLAL Examp No. 51.—This company turned out a second class engine of the Shanghai style, and made a very fair appearance.

M. T. Bernsan Hoss Co. No. 66.—Carriage newiy painted—dark green on the reels with git seroll work, the wheels a light green striped with gold, the running gear was a so painted in green and gold. There were three beautiful lamps in front, with colored grass, containing the figures "60."

MANIATTAN HOOK AND LAIDER CO. No. 16.—Truck new and beautifully painted.

ZERBYE HOOK CO. No. 61.—Carriage painted in white snd gold, and bore in front a magnificent centre light of cut glass and silver. The wheels were of white, and the running gear was polished. The signal langs were among the most beautiful on parade.

Ios Hoek Co. No. 59.—This carriage was neatly dressed. The apparatus had nothing of a gaudy nature about it.

BANKER HOOK AND LAIDER CO. No. '5.—The ladders and houy of the truck were painted in black, stripted with gold. The wheels in precisely a similar manner. The members turned out in full force, and were dressed in full rig, made especially for this particular occasion. This truck spent upwards of \$ .560 on preparations for the parade, each n an bling assessed \$30.

It was after one o'clock when the procession

It was after one o'clock when the procession reached the Park, where it was reviewed by the Mayor and Common Council, and passed from thence into Chatham street. The Park, as usual on such occasions, was a dense jam of spectators, among whom the firemens' red shirts and large numbers of ladies and children, helped to create a lively appearance, which was otherwise lacking. The same dense crowds along the streets, the well-filled win-dows roof tops, awning and lamp post tops, and crowded appearance of every projection and every individual, were observable as much or move in the east section of the city as in the west. The procession wended its way along, encountering an occasional stop, but on the whole making pretty an occasional stop, but on the whole making pretty fair time, until, at Great Jones street, the first of the returning companies from Union Park was met. The passing companies then breke into cheers which were continued long and sarnestly. At about half past four, P. M., Union Park was reached, which was found as densely crowded as every other locality.—Here the companies were dismissed and the parade

ended. Some individual had placed a latter against the statue of Wari the statue of Warmworow, to ascend it for the good view which it afforded, and although speedly banview which it afforded, and although speedly ban-tabled from his position on the approach of the police, rumor has it that he had scated hindelf on Warmworon's bead, his feet resting upon the extended arm of the Patrick, his chows on his own knees, and that he was benignly looking upon the gathering or littudes, while cujoying a fragman shil-ling cigar. It is also added that the horse, from his send to his tell, had a thick skum of news boys chinging to it, like a coat of mail. When our Reporter arrived on the spot, the horse and its rider was unin

After the procession, Chief Howard gave an excelnt dinner at Keefe's saloen, to the Board of Engineers. Several Engine Companies gave support to visiting compenies, and at night a grand entertainevisiting compenies, and at night a grand entertaine-ment was given at the Bowery Theatre, in which at-lantic Rese Company No. 15 appeared on the stage, with their apparatus, in the play of the "Fireman's Bride." The Damper Engine Company No. 4, of Hartford, Conn., under the secont of Lafayette Com-pany No. 19, of this city, visited the Bowery Theatre, by special invitation. Different suppers and jolitice-tions of all kinds abounded in all parts of the city.

About 9% o'clock last evening, a number of the members of No. 46 Engine Company became engaged in a quarrel among themselves, at the corner of Grand street and Centre Market place. Capt. Wil-LIAMON of the 14th Precinct, was pessing and stop-ped the fight, but in doing so had one of his hands bedly cut, apparently with a knife. Shortly afterwards the same party again commenced fighting at the corner of Mulberry and Grand stre FRANK BENNETT OF BURNOCK, a member of United Hose Co. No. 46 of Philadelphia, who was one of the party, received a severe wound in the head, which appeared to have been made with some sharp weapon. He was removed to the house of Engine Co. No. 40; but the members refused to allow him to be seen, and tried to smother the affair.

SENATORIAL NOMISATION .- The Fourth Senatorial District Convention met sgain, last evening, in Taromany Hall, and reminated John McLaon Murour as candidate for the State Sensie. The mination was made with great unanimity.

MEDICAL.-The fifty-third annual see the College of Physicians and Surgeons opened last evening, at the corner of 28d street and 4th avenue. An introductory address was delivered by Professor. CLABE.

The introductory lecture of the winter course of the medical department of the New York University, was delivered by Professor Van Burgs, in the College Building, 14th street,

The ninth course of medical and surgical instruc-

tion, illustrated by clinical practice, commenced at the new Anatomical theatre, Bellevue Hospital, yes-terday afternoon. Drs. Chandles, R. Gillman, and JOHN J. METCALF addressed the students, about two undred in number.

THE Tammany Ward Conventions, to nominate Inspectors and Canvassers of Elections, were held last evening. In some of the Wards the Conventions adjourned, so as to permit of the union of Tammany and Mozart upon one set of candidates. As the Inspectors and Canvassers now elected will serve at the Presidential election—unless legislated out of office—it is deemed important that competent men should be chosen.

with one exception, endorsed. Resolutions in favor of the freedom of the public lands, and of civil and religious liberty were passed. The convention was but thinly attended.

PROF. MITCHELL'S LECTURE, last evening at the Cooper Institute, drew a dense crowd.

The Board had no quorum last evening, only five members being present. The Board will meet on Thursday, at 5 P. M.

## Inquests, Accidents, &c.

FATAL FALL.—A boy, 6 years of age, named EDWARD SCARLAN, died on Monday, at 279 Most street; from injuries received by falling through the ventilator in the roof of the above building, while playing upon the roof. Goroner Jacansan held an inquest upon the body, when it appeared in evideace that the landlord and agent had careleasy left the ventilator anneovered, and the jury, in their verdict, passed a censure upon them.

RUN OVER AND KILLED.—Coroner JACKMAN beld an inquest on Monday, at No. 353 East 1 th street, upon James McDonale, a native of Ireland, 65 street, upon Jame McDonalde, a native of Ireland, wears of age, who died from injuries received on the 13th inst., when he was run over in left street, near Ave B. by some person who was criving at a reckless rate of speed, and who drove rapidly away immediately after running over deceased. The jury rendered a verdict in accordance with the above facts.

KILLED BY A FALL.—PATRICK FARRELL, a native of Ireland, 24 years of age, was killed at his residence, No. 646 Greenwich street, by falling backwards from a stoop into the area below. The Corener was notified, and will hold an inquest upon the body to day.

Supreme Court.

The Title to Laura Keene's Theatre.—Williams B. Roberts vs. Williams Whitten.—This was maction involving the title to the lease of Laura Keene's Theatre, and was reported in full in The Sun some time since The Court now ordered a reference to ascertain the merits of the case, after the report of which has come in, the defendants are to re-asign.

Over and Terminer.

The Court of Onimbo Anno.—Mr. D. P. Field.

The Case of Quimbo Appo.—Mr. D. D. Field spice of for the prisoner in this case, and moved for a new trial, on the ground of irregularity in the former one. The District Attorney objected to such a notion on preliminary grounds—that the Court had no authority or jurisdiction to order a new trial, when no notice of motion had been given before ser tence.

sertence. The Court reserved decision.

Mr. Field rad and handed up a number of affidayits as to the irregularities claimed in the fermer
trial.

## BROOKLYN.

THE BROOKLIN WATER WORKS,—At a meeting of the Common Council last night, a communication was received from the President of the Board of Water Commissioners, calling attention to a communication of the contractors, also submitted, in which they state, that they shall stop off the supply of water unless some adequate action is taken to cause the drafts of the Water Board to be homered. The amount now due is \$10.000. Referred to a special committee.

### JERSEY CITY.

DEMOCRATIC COUNTY NOMINATIONS .- The DEMOCRATIC COURTY NOMINATIONS.—The Democratic County Convention for nominating a senator and other county officers, met yesterday afternoon, and made the following nominations:

For Senator, Ex-Sayor Samuel, Wisstoner, of Jersey City; for Sheriff, John Francis, of Hoboken; County Clerk, Giorga W. Cashiff, of Jersey City; for Surregate, James O'Nell, of Hoboken; for Corectes, Thomas Gapping, of Hoboken; for Corectes, Thomas Gapping, of Jersey City; Will E. Braumony, Harrison Township; and John G. Agendas, of Hudson City.

Mrs. WINSLOW, an experienced nurse and Famale Physician, has a Scothing Syrup for Children teaching which greatly facilitates the process of Tecthing, by softening the gume, reducing all inflammation; wil, allay all pain, and is sure to regulate the bowels. De, pend upon it. Methers, it will give rest to yourselves and relief and health to your infints. Perfectly safe in all cases. Sold every shere, Price only 25 cents per 

Einger's No. 1 Sewing Machine..... No. 150 Faiton st., Brooklyn.

SMATA CHANGE.-HALF Driess AND Driess can be hed at Tax Sun Office, in Five Dollar packages and Three Cent pieces in Three Dollar packages, Olige a stay only received.

Founds in Fifty Cent rolls. BARRY'S TRICOPPENDUM is the Boat and Cheapast article for Pressive, Result-tine, Cleaning, Cur'ins, Preservine and Reducing the Hair. Ladies vy it. 6 id by all Druggess.

ERSTRI'S LACE-STITON
SHUTTLE SEWING MACKETON
Equal to any in the market.
Frice- 500 and upword.
Offices, 500 fand upword.

DOUBLY INTERRETING—The new moral drama of Our or was Darwa, this evening; Black Even Busin, this afternoon; elegant for only by the Oals Surrane, Se, on both consisons at Maryers in Comm.

Figure & Laron's Sawmen Macanina.

Warranded to give botter entirection than any other Machine in this market, or money refunds.

H.J.—Finch Employee to \$60. Me, \$60 Breakers.

A working men's Convention was held yesterday at Union Hall, Bowery, and the half and half State Ticket, made at Utica by the Americans, was,

THE Whig General Committee held a meeting at Thom's Hotel last evening, but no business e onsequence was transacted.

Board of Councilmen.

LEGAL REPORTS MONDAY

THE BROOKLYN WATER WORKS .-- At a